3.9 NOISE

This section evaluates the potential noise impacts resulting from implementation of the proposed project. This includes the potential for the project to cause a substantial temporary and/or permanent increase in ambient noise levels within or around the project site or to expose people to excessive noise levels. The purpose of this analysis is to evaluate the project in terms of its planning to ensure that new uses are planned appropriately from a noise perspective and to evaluate the noise impacts of the project on the surrounding community. In addition, the Initial Study determined that impacts associated with heating and cooling systems are less than significant and, therefore, no further analysis is required.

3.9.1 Environmental Setting

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway. Table 3.9-1 lists noise levels for common events in the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 10 dBA "penalty" added to noise during the hours of 10:00 P.M. to 7:00 A.M., and an additional 5 dBA penalty during the hours of 7:00 P.M. to 10:00 P.M. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Table 3.9-1 Typical Sound Levels Measured in the Environment

Noise Source (Distance in Feet)	*A-Weighted Sound Level (dBA)*	*Subjective Impression*
Civil Defense Siren (100')	130	Pain Threshold
Jet Takeoff (200')	120	
Rock Music Concert (50')	110	
Pile Driver (50')	100	Very Loud
Ambulance Siren (100')	90	
Pneumatic Drill (50')	80	
Freeway (100')	70	Moderately Loud
Vacuum Cleaner (10')	60	
Light Traffic (100')	50	
Large Transformer (200')	40	Quiet
Soft Whisper (5')	0 to 30	Threshold of Hearing

Source: Caltrans, *Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol*, October 1998.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Generally, a difference of 3 dBA over 24 hours is a barely-perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA. Noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

Noise Analysis Methodology

The analysis of the existing and future noise environments presented in this analysis is based on noise prediction modeling and empirical observations. Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments in the site vicinity. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. Traffic volumes utilized as data inputs in the noise prediction model were provided by the project traffic engineer. Existing ambient noise levels were monitored at seven locations within the project site using a Larson-Davis Model 814 precision sound level meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation.

Existing Noise Levels

The proposed project site is located in an undeveloped area in close proximity to existing residential units. There are currently no structures on the project site; however, existing daytime noise levels were monitored at 6 locations on the project site in order to identify representative noise levels in various areas. These locations, along with the average noise levels and sources of noise monitored at each location, are identified in Figure 3.9-1 (Noise Measurements). These daytime noise levels are relatively quiet and characteristic of suburban residential environments.

Existing roadway noise levels were also calculated for the roadway links in the project vicinity that have noise-sensitive uses facing the roadways. The average daily noise levels along these roadway segments are presented in Table 3.9-2.

Table 3.9-2 Existing Off-Site Roadway Noise Levels

Roadway Segment	*Noise-Sensitive Uses*	*dBA CNEL*
Inverness Dr.; Chevy Chase Dr. to Corona Dr.	Single Family	43.4
Corona Dr.; Highland Dr. to Inverness Dr.	Single Family	51.7
St. Katherine Dr.; Figueroa St. to San Austine Dr.	Single Family	45.7
Berkshire Pl.; Berkshire Ave. to Colorado Blvd.	Single Family	56.9

Source: EIP Associates, 2002. Calculation data and results are provided in Appendix F.

3.9.2 Regulatory Framework

City of La Cañada Flintridge General Plan Noise Element

The California Government Code requires that a noise element be included in the general plan of each county and city in the State. The Noise Element of the City of La Cañada Flintridge General Plan is a comprehensive program for including noise control in the planning process. It is a tool that City planners use to achieve and maintain compatible land uses with environmental noise levels. An analysis of the proposed project's consistency with the Noise Element of City's General Plan is found in Section 3.07, *Land Use*.

City of La Cañada Noise Ordinance

The City of La Cañada Flintridge Noise Ordinance includes restrictions on activities related to construction and demolition. Chapter 5.36.010 includes restrictions on the hours and days when construction activity can occur and restrictions on the noise levels generated by the activities. As per Chapter 5.36.010, a person may perform any construction or repair work of any kind upon any building or structure, or perform any earth excavating, filling or moving, where any of the foregoing entails the use of any air compressors; jack-hammers; power-driven drill, riveting machine; excavator, diesel-powered truck, tractor or other earth moving equipment; hand hammers on steel or iron; or any other machine, tool, device or equipment which makes loud noises exceeding a decibel level of sixty-five (65) dBA as measured from any adjacent residential property line during the following hours:

- During Standard Time:

  Monday–Friday: 7 A.M. to 6 P.M.
  Saturday: 9 A.M. to 5 P.M.
  Sunday: None
  Holiday: None

- During Daylight Savings Time:

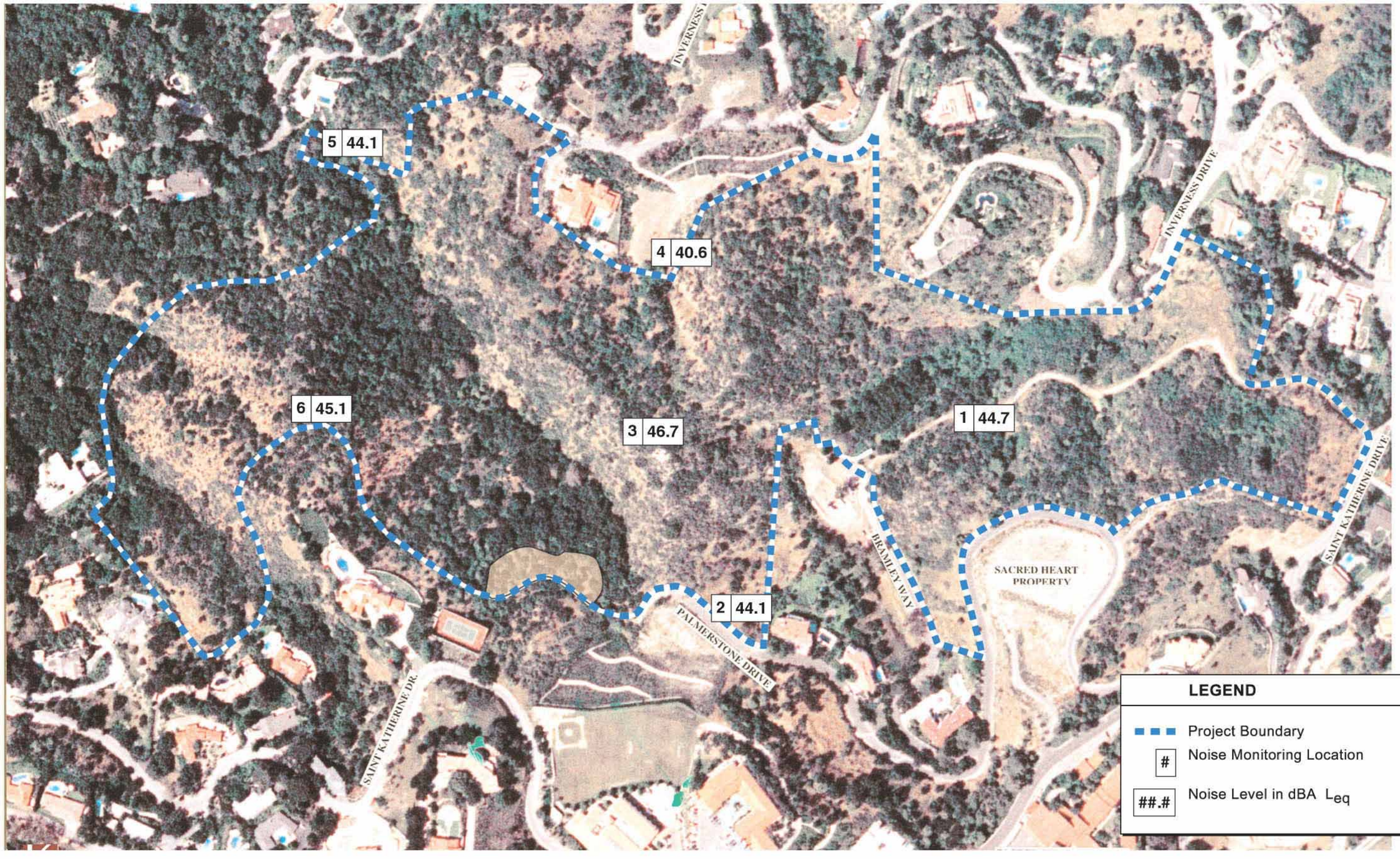
  Monday–Friday: 7 A.M. to 7 P.M.
  Saturday: 9 A.M. to 5 P.M.
  Sunday: None
  Holiday: None

Consistency: The proposed project would comply with the provisions of the La Cañada Flintridge Noise Ordinance, and the Mitigation Measures identified herein, with respect to activities related to construction projects and equipment, would ensure compliance during the construction phase of the proposed project. As such, implementation of the proposed project would be consistent with the noise ordinance.

3.9.3 Thresholds of Significance

Noise impacts would be considered significant if one or more of the following conditions result from implementation of the proposed project:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies



Scale - 1"= 240' ft.

NORTH

10734-00

EIP ASSOCIATES

SOURCE: EIP Associates

FIGURE **3.9-1**

Noise Measurements

La Cañada Flintridge Tentative Tract Map 53647 and Variance 02-10 EIR

- Cause a substantial periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

3.9.4 Impacts

Less-Than-Significant Impacts

Site Preparation and Construction Activities

Project development would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities. This data is presented in Table 3.9-3. The noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source to the receptor and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

Table 3.9-3 Typical Outdoor Construction Noise Levels

Construction Phase	*Noise Levels at 50 Feet (dBA L_{eq})*	*Noise Levels at 50 Feet with Mufflers (dBA L_{eq})*
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971

The nearest sensitive receptors are the single-family residential units that surround the project site (approximately 50 feet from the project site) and the Sacred Heart School (approximately 200 feet northwest of the project site. Construction activities would generate noise levels of up to 82 dBA L_{eq} at these homes during ground clearing, 86 dBA L_{eq} during excavation and grading, 77 dBA L_{eq} when foundations are poured, 83 dBA L_{eq} when the homes are built, and up to 86 dBA L_{eq} when finishing touches are applied. The Sacred Heart School would experience noise levels up to 70 dBA L_{eq} during ground clearing, 74 dBA L_{eq} during excavation and grading, 65 dBA L_{eq} when foundations are poured, 71 dBA L_{eq} when the homes are built, and up to 74 dBA L_{eq} when finishing touches are applied. The project applicant would be required to adhere to the policies outlined in the City of La Cañada

Flintridge Noise Ordinance. This ordinance states the times at which construction activities producing noise levels over 65 dBA may occur. Therefore, impacts associated with site preparation and construction would be less-than-significant.

Operational On-Site Noise Levels

Future noise levels within the project site would continue to be dominated by vehicular traffic on the nearby roadways and the 210 Freeway. The project site is located on an undeveloped parcel of land with low-density, residential uses surrounding it on all sides. Traffic on the local roadways is only generated by the local residents and occasional service vehicles using the roadways to access various homes in the area. The roads in the vicinity of the proposed project do not connect to other arterial or secondary roadways and, therefore, would not lend themselves to traffic using the area as a throughway. As discussed earlier in this section, the existing noise levels at the project site and surrounding vicinity are low and characteristic of a suburban residential environment. Based on the City of La Cañada Flintridge General Plan, exterior noise levels of 60 dBA CNEL and lower are "normally acceptable" for single-family, residential uses. Therefore, the proposed residential uses would be exposed to noise levels that fall below this standard, and this operational noise impact would be less than significant.

Noise levels would also be generated by human activity within the project site. Types of noise would include people talking, doors slamming, tires squealing, truck deliveries, operation of landscape maintenance equipment, stereos, domestic animals, etc. Noise levels associated with these non-roadway noise sources would average between 45 and 55 dBA L_{eq} within the project site. This would be a less-than-significant impact.

Off-Site Roadway Noise Levels

Off-site locations in the vicinity would experience increased noise caused by traffic generated by the proposed project. The increases in noise levels at noise-sensitive locations along the study-area roadway segments are identified in Table 3.9-4. As discussed previously, a difference of 3 dBA between 24-hour noise levels is a barely-perceptible increase to most people. A 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. In order to provide a conservative assessment of noise impacts, this EIR assumes that a permanent (i.e., long-term operational) increase of 3 dBA CNEL over ambient noise levels is substantial and significant. Because the proposed project would only increase local noise levels by a maximum of 0.9 dBA CNEL, this impact would be less than significant.

Table 3.9-4 Future Off-Site Noise Levels

Roadway Segment	Noise-Sensitive Uses	Noise Levels in dBA CNEL		
		Year 2002 Base	Year 2008 With Project	Increase
Inverness Dr.; Chevy Chase Dr. to Corona Dr.	Single Family	44.3	44.4	0.1
Corona Dr.; Highland Dr. to Inverness Dr.	Single Family	51.7	52.6	0.9
St. Katherine Dr.; Figueroa St. to San Austine Dr.	Single Family	45.7	46.4	0.7
Berkshire Pl.; Berkshire Ave. to Colorado Blvd.	Single Family	56.9	57.4	0.4

Source: EIP Associates, 2002. Calculation data and results are provided in Appendix F.

3.9.5 Mitigation Measures and Residual Impacts

No mitigation measures are required for the implementation of the proposed project.

3.9.6 Cumulative Impacts

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and other projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the difference between the existing traffic volumes and the future traffic volumes with the project, both with and without the proposed new residential development. Table 3.9-5 identifies the cumulative increase in noise level with the proposed project development. As shown, the increase in noise levels along the roadway segments within the vicinity of the proposed project would increase by a maximum of 0.4 dBA CNEL. Because this maximum increase would be less than 3 dBA CNEL, the change in future noise levels would not be cumulatively considerable.

Table 3.9-5 Cumulative Project Noise Levels

Roadway Segment	*Noise-Sensitive Uses*	*Noise Levels in dBA CNEL[1]*		
		Year 2008 Base	*Year 2008 With Proposed Project*	*Increase*
Inverness Dr.; Chevy Chase Dr. to Corona Dr.	Single Family	44.3	44.4	0.1
Corona Dr.; Highland Dr. to Inverness Dr.	Single Family	52.2	52.6	0.4
St. Katherine Dr.; Figueroa St. to San Austine Dr.	Single Family	46.1	46.4	0.3
Berkshire Pl.; Berkshire Ave. to Colorado Blvd.	Single Family	57.3	57.4	0.1

Source: EIP Associates, 2002. Calculation data and results are provided in Appendix F.

3.9.7 References

Environmental Protections Agency. PA 1971. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717.

La Cañada, City of. 1995. *Comprehensive General Plan*. Adopted May 1995.

La Cañada, City of. n.d. Municipal Code Noise Ordinance.

3.10 PUBLIC SERVICES

Public services include fire protection, police protection, schools, libraries, and hospitals. The purpose of this section is to describe the impacts of the proposed project on public services. Agencies providing these public services were contacted to obtain information regarding available service levels and current or anticipated constraints to the proposed development. It should be noted that impacts related to parks are evaluated in Section 3.11 (Recreation) of this document, and impacts related to fire hazards are evaluated in Section 3.06 (Hazards and Hazardous Materials). In addition, impacts associated with the provision of or need for physically altered governmental facilities, aside from fire protection, police protection, and schools, were determined in the Initial Study to be less than significant and will not be further analyzed in this document. Finally, mitigation measures intended to reduce project-related impacts are proposed, where appropriate.

3.10.1 Environmental Setting

Fire Protection

Fire protection services in the City of La Cañada Flintridge are provided by the Los Angeles County Fire Department. As indicated in Table 3.11-1, two primary fire stations currently provide fire prevention, fire suppression, and emergency medical service to the City of La Cañada Flintridge, with both stations located within City boundaries. Station No. 82, located at 352 Foothill Boulevard, La Cañada Flintridge, CA 91011, is the jurisdictional Engine Company providing first response service to the project site. This station has an engine company and a Light Force consisting of an engine and a ladder truck responding as a unit. Station No. 19, located at 1729 West Foothill Boulevard, La Cañada Flintridge, CA 91011, represents second engine company response to the project site with one engine company and one paramedic squad. In addition, Station No. 12 in the City of Altadena is proximate to the project site and contains one engine company that can provide support if necessary. The Los Angeles County Fire Department operates under the 1999 Uniform Fire Code. Although each station serves a specific section of the City, this does not preclude the stations from assisting one another.

Table 3.11-1 Fire Services in the City of La Cañada Flintridge

Station	*Location*	*Equipment*	*Staffing*
No. 82	352 Foothill Boulevard La Cañada Flintridge, CA 91011-3501	1 engine 1 ladder truck 1 engine 1 patrol truck 1 battalion chief vehicle	3 3 2 1 1
No. 19	1729 West Foothill Boulevard La Cañada Flintridge, CA 91011-2950	1 engine 1 paramedic squad vehicle	3 2
No. 12	2760 North Lincoln Avenue Altadena, CA 91001-4961	1 engine	4

Major factors affecting fire hazard in the project area are temperature, moisture, winds, slope, fuel loading, construction and subdivision design, water supply, and access/response time. During the summer and fall months, the City is affected by hot, dry weather. Fire hazards are greatly increased when the hot, moistureless Santa Ana winds blow in from the desert. As the winds move over the mountains east of the City, their velocity substantially increases. The additional oxygen brought to a fire by winds increases the fire's heat and produces strong thermal currents, which can carry firebrands. The steepness of a slope also has an important effect on fire behavior, placing larger areas of fuel in closer proximity to flames. As a general rule, the rate at which a fire spreads increases as steepness of slope increases. The average slope of the hillside area within the project boundaries is 48 percent. When the Santa Ana winds combine with these steep slopes covered with chaparral (which is extremely combustible), the effect can be particularly hazardous. In addition, the steep terrain of the surrounding La Cañada Flintridge area has resulted in a proliferation of long, winding roads, terminating on the sides and tops of hills and ridges. The pattern is entrenched, and a limited number of methods are available for mitigating fire hazards in these areas.

Domestic and fire flows are provided to the project area by the Valley Water Company. The local water main system is a combined domestic and fire protection water grid system, which provides adequate water pressure and volume to the area surrounding the proposed project site for purposes of fire suppression and domestic water use. Minimum fire flows are generally achieved and maintained. Valley Water Company can serve the majority of the proposed project location with proper main extensions and installations allowing this pressure system to supply domestic water and fire protection. However, the proposed project location currently does not contain any existing pressure zones that would supply either potable water or firewater to proposed Lots 10, 11, 12, and 13.

The nationally accepted standard for response time in urban areas is 5 minutes. During 2002, the average response time to all emergency incidents in the City of La Cañada Flintridge was 4 minutes, 41 seconds. Currently, access to the project site is via proposed extensions and improvements of Inverness Drive/Haverstock Road to the north, Saint Katherine Drive to the east, Palmerstone Drive to the south, and other local streets associated with properties off Monarch Drive to the west. Average response time to the project area is approximately 3 to 5 minutes 90 percent of the time with existing equipment. This constitutes an acceptable level of service. The department does not have any current plans for expansion of its facilities, staff, and equipment that serve the City.

Police Services

The Los Angeles County Sheriff's Department provides police services. Los Angeles County Sheriff's, Crescenta Valley Station, located at 4554 North Briggs Avenue, La Crescenta, CA 91214, provides first response service to the project area. Currently, 10 sworn personnel (1 captain, 1 lieutenant, 1 Traffic Investigator, and 7 deputies) and 1 civilian personnel (1 community service assistant) operate from this station. With a 2002 population of 20,946 in the City of La Cañada Flintridge, there are approximately 2.3 deputies per 20,000 residents on duty at any time, as the 7 deputies are divided among three shifts within a 24-hour period. This ratio is considered acceptable by the Los Angeles County Sheriff's Department.

The Crescenta Valley Station maintains 4 patrol vehicles, 1 sergeant vehicle, 1 lieutenant vehicle, 1 C.S.A. vehicle, and 2 radar trailers. This level of equipment is adequate for maintaining an acceptable level of service in the area. Average response time is 3.9 minutes, while calls of a non-emergent nature have an average response time of 7.1 minutes. These response times are considered acceptable by the Los Angeles County Sheriff's Department. In addition, yearly reviews are conducted by the Unit Commander in conjunction with the City Manager and Council to reassess current standards in all areas. Adequate levels of service are then based on the Unit Commanders recommendations.

Schools

The public school district serving the La Cañada Flintridge area is the La Cañada Flintridge Unified School District. As indicated in Table 3.11-2, currently one elementary and one high school serve the project area.

Table 3.11-2 School Breakdown serving the Project Site and Current Status

School/Grade Level	*Enrollment*	*Capacity*	*Overcrowding Status*
La Cañada Elementary (Grades K–6)			
Kindergarten	80	80	Full-new students attend other schools
Grades 1 through 3	288	300	May vary by grade level, maximum 20/class/grade level
Grades 4 through 6	326	340	Space available
La Cañada High School (Grades 7–12)	2,322	2,388	Space available

Gross capacity is determined by the Facilities Master Plan, which is a study conducted by Osborn Architects. The Office of Business Services developed these criteria, which the La Cañada School District employs to determine whether a school is overcrowded. As shown in Table 3.11-2, La Cañada Elementary (Grades K through 6) is generally at capacity. The State of California particularly has established limits on the class size of grades K through 3. However, La Cañada High School (Grades 7 through 12) still has space available at this time. Due to natural population growth, La Cañada High School is expected to be at or over capacity during the 2004/05 school year (Superintendent Leabo 2002). There are no plans for immediate or future expansion of the district's facilities at this time.

3.10.2 Regulatory Framework

City of La Cañada Flintridge Municipal Code

Hillside Ordinance (Chapter 11.35)

The purpose of Chapter 11.35's (Hillside Development of the Zoning Code) development standards and guidelines is to protect existing open space and to ensure that any hillside development is orderly and consistent with desirable existing surrounding development patterns, is carried out in a manner which promotes and enhances public safety and general welfare, and is not disruptive of the predominant hillside character of the community. This Hillside Development Ordinance applies to any lot or parcel of land, residentially zoned and in residential

use, which has an average slope of 15 percent or greater. Additionally, these provisions apply to previously graded hillside lots, the slope of which had been equal to or greater than 15 percent prior to grading, and for which no building permits currently in effect have been issued. Finally, in instances where this chapter conflicts with any other ordinance or regulation of the City, the provisions of this Hillside Ordinance shall take precedence and apply.

11.35.020 Policies

The following policies are reflective of community standards and shall apply to all hillside development projects undertaken in the City:

Policy F	Development in areas of exposure to high fire risk shall be subject to reasonable mitigation measures formulated during the project review process to reduce such risk.

11.35.047 Landscaping and Lighting Guidelines

B. Environmental Control

1. Fuel Modification. A fuel modification program, correlated to Los Angeles County Fire Department guidelines, shall be provided.

Consistency: As the proposed project calls for a 17 residential lots development within a Very High Fire Hazard Severity Zone (Fire Zone 4), the project will comply with all feasible mitigation measures, including Mitigation Measures 3.10-1 through 3.1-7, formulated during the project review process to reduce such risk. In addition, Mitigation Measure 3.10-7 specifically requires the Applicant to submit a fuel modification program, correlated to Los Angeles County Fire Department guidelines, to the City and Fire Department for review and approval Therefore, from the public service standpoint, the proposed project would be in compliance with City of La Cañada Flintridge Hillside Ordinance Policy F.

3.10.3 Thresholds of Significance

Implementation of the proposed project could result in potentially significant impacts if any of the following would occur:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - › Fire protection
  - › Police protection
  - › Schools

3.10.4 Impacts

Less-Than-Significant Impacts

Fire Protection

Current average response time to the project area is approximately 3 to 5 minutes 90 percent of the time with existing equipment, as determined by the County of Los Angeles Fire Department. This constitutes an acceptable level of service. Therefore, response time from station 82, which provides first-response service to the project area, is within the service standard. The County of Los Angeles Fire Department has stated that fire protection serving the area appears to be adequate for the existing development/land use, and that the proposed project will not by itself have a significant impact on the level of service. Thus, development of the proposed project would not result in the need for additional emergency response personnel and/or equipment to maintain this level of service. Therefore, this impact is ***less than significant***.

Police Services

The addition of approximately 51 residents as a result of the proposed project would slightly increase the local demand for police protection services. The project's addition in population would not cause the personnel-to-population ratio to noticeably drop from the approximately 2.3 on-duty deputies per 20,000 La Cañada Flintridge residents with addition of approximately 51 residents. This ratio is considered acceptable by the Los Angeles County Sheriff's Department (Sergeant Noenick 2002). Additional demands from the proposed development would not be substantial and would not be anticipated to overburden the existing police forces. Therefore, impacts to police services would be ***less than significant***.

Potentially Significant Impacts

Impact PS-1 **The proposed project could result in inadequate water pressure and supply for fire fighting services. This is considered a *potentially significant* impact.**

Development in the proposed project area would result in the addition of approximately 51 residents and construction of a maximum of seventeen residential lots. The project site is located in Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ), according to the Forester and Fire Warden, and would expose approximately 51 residents to fire hazard dangers as a result of inadequate water pressure for fire suppression during a fire event.

According to the County of Los Angeles Fire Department and La Cañada Flintridge City Council, no application for building permits shall be accepted or approved without a fire hydrant with an available fire flow of 1,250 gallons per minute (gpm), at 20 pounds per square inch (psi) residual pressure, located within 450 feet from any residential unit located within the proposed project area and no further than 600 feet from other hydrants. A Statement of Water Availability from the Valley Water Company determined that a flow of 2,000 gpm at 98 psi exists at fire hydrant #82-254 (located at the end of Bramley Way) and that, with proper main extensions and installations, this pressure system could supply domestic water and fire protection for proposed Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 14, 15, 16, 17, and 18 only. This same Statement of Water Availability determined that a flow of 800

gpm at 50 psi exists at fire hydrant #82-236 (located at the top of Haverstock Road) and that, in order to provide fire protection for proposed Lots 10, 11, 12, and 13, the water needs to come from a different pressure zone.

Thus, water pressures within the project site would vary depending on location and elevation and would, therefore, vary from residence to residence. In addition, concurrent use of water during a fire event, such as when residents water their homes for protection, could result in reduction in the available water pressure in the area. The lack of sufficient water would reduce the ability to provide sufficient fire suppression services to the project. Therefore, impacts related to fire protection with regard to availability of sufficient water pressure would be potentially significant. Mitigation Measures outlined below require the applicant to construct infrastructure that provides adequate water pressure in accordance with State and County fire code requirements. As the proposed project would be in compliance with all applicable fire codes, and with incorporation of Mitigation Measures PS-1.1 and PS-1.2, impacts related to fire protection would be reduced to a ***less-than-significant*** level.

Impact PS-2 **Development in the project area would increase the number of students at nearby schools, exceeding capacity of elementary students in the school district. This is considered a *potentially significant* impact.**

Development within the project area would increase the local resident population, thereby increasing the number of students in the area. There is no established student generation rate (i.e., students per residential unit) employed by the La Cañada Flintridge Unified School District. However, additional students would result from the net addition of 17 residential dwelling units in the project area. This is a conservative estimate that is based on the assumption that all the additional custom home units will be 3 or more bedroom single-family homes with above moderate incomes. Student generation factors are employed by the Los Angeles Unified School District as shown below in Table 3.11-3. Using these parameters, an estimated total of 15.0 new students would be associated with development in the proposed project area.

Table 3.11-3 Increased Students from Project Buildout

School Level	*Generation Factor*	*Number of Additional Residential Units*	*Number of Additional Students*
Elementary	0.4	17	7.0
Middle School	0.2	17	4.0
High School	0.2	17	4.0
Total			***15.0***

Source: Student generation factors are those provided by Los Angeles Unified School District for higher income single-family residential units with 3+ bedrooms, as presented in the City of Los Angeles CEQA Guidelines 1998.

The La Cañada Flintridge Unified School District does not anticipate that the proposed project would create or significantly contribute to an overcrowding problem with addition of approximately 51 residents. However, the District is generally at capacity for its elementary school, and the project would have an elementary student generation of 7 students (see Table 3.11-3). In addition, the State of California particularly has established limits on the class size of grades K through 3. The district maintains that it cannot guarantee elementary students will be able to attend La Cañada Elementary and that future students may be assigned to a different district school.

Therefore, impacts to schools would be potentially significant. Per government code section 65996, developer impact fees are the exclusive method for mitigating impacts on school facilities. As such, mitigation measure PS-2 will reduce any potential impacts of student generation associated with project buildout to a ***less-than-significant*** level.

3.10.5 Mitigation Measures and Residual Impacts

MM PS-1.1 The Applicant shall develop and implement a water pressure and, if necessary, distribution system sufficient to provide water pressure, meeting the performance standards established by the Los Angeles County Fire Department, for proposed Lots 10, 11, 12, and 13. Implementation shall occur prior to issuance of occupancy permits.

MM PS-1.2 The proposed development must comply with all applicable codes and ordinance requirements for construction, access, water mains, fire flows, and hydrants.

MM PS-2 Consistent with current requirements, individual development projects shall pay statutory school fees in effect at the time of issuance of building permits to the La Cañada Flintridge School District for school facilities.

Implementation of these mitigation measures would reduce fire protection and school impacts associated with the proposed project to a less-than-significant level.

3.10.6 Cumulative Impacts

Since the service demands anticipated to accompany the cumulative project population increase (within the City of La Cañada Flintridge) could be absorbed by the existing systems, the proposed project would not by itself create either an immediate or a short-term cumulative impact on fire protection/emergency response, law enforcement, or public school services.

The eventual development and occupation of the proposed project will cumulatively increase the risk of damage to property and/or life as a result of development in a wildland fire hazard area. This is considered to be a potentially significant impact. However, specific project-related impacts relative to fire hazards are considered to be less than significant with mitigation. The project site, as it exists, is in an area of wildland fires, and there would be no contribution to the cumulative risks of wildfire in the region. In addition, the County of Los Angeles Fire Department states that it is not aware of any other planned development in the area that may contribute to a cumulative impact. Therefore, cumulative impacts would be less than significant. However, the County of Los Angeles Fire Department anticipates that this project, in combination with the continued growth of La Cañada Flintridge and the surrounding region as a whole, would eventually result in need for additional personnel, equipment, and facilities, in order to accommodate both day-to-day service demands and large-scale emergencies such as earthquakes.

The Cumulative Project List, as illustrated in Table 1-1 in Chapter 1.0 of this EIR, identifies a total of 30 single-family housing units either approved, pending, under construction, or foreseeable. The most recent (2002) persons-per-household ratio within the City is 3.025. This factor applied to the total number of cumulative housing projects results in an estimated population increase of 91 persons. This population increase creates additional demand for public services including police enforcement services; however, the project's contribution to cumulative demands would be minor in comparison to regional development due to the small amount of additional need for public services associated with the proposed project. The projected cumulative project population increase of 91 persons would not cause the personnel-to-population ratio to drop from the approximately 2.3 on-duty deputies per 20,000 La Cañada Flintridge residents. This ratio is considered acceptable by the Los Angeles County Sheriff's Department. Therefore, additional demands from the proposed cumulative residential developments would not be substantial and would not be anticipated to overburden the existing police forces. Therefore, the cumulative impacts associated with other projects in the City would be less than significant.

Additional population would further contribute to elementary school capacity issues in the city. The projected cumulative project population increase of 91 persons would result in the generation of 24 school-age students (12 of which would be elementary level), using the parameters employed by the Los Angeles Unified School District, since no District specific generation numbers are available. This is a conservative estimate that is based on the assumption that all the additional custom home units will be three or more bedroom single-family homes with above moderate incomes. However, projects that include additional residential units would be required to pay statutory school fees to address impacts. Therefore, cumulative impacts would also be less than significant.

3.10.7 References

Gil, Matthew. 2002. Personal communication with Battalion Chief of Los Angeles County Fire Station No. 82, December.

Gil, Matthew. 2003. Personal communication with Battalion Chief of Los Angeles County Fire Station No. 82, January.

Laebo, Sue. 2002. Personal communication with Superintendent of La Cañada Unified School District, December.

Laebo, Sue. 2003. Personal communication with Superintendent of La Cañada Unified School District, January.

La Cañada Flintridge, City of. 1993. *General Plan*. Adopted 15 November.

La Cañada Flintridge, City of. *Municipal Code*.

Leininger, David. 2003. Letter from the County of Los Angeles Fire Department responding to request for information, dated 30 January.

Noenick, Jim. 2002. Personal communication with Sergeant of Crescenta Valley Sheriff's Station, December.

Noenick, Jim. 2003. Personal communication with Sergeant of Crescenta Valley Sheriff's Station, January.

3.11 RECREATION

This section identifies and evaluates recreational resources that would potentially be affected by implementation of the proposed project and assesses potential impacts of the project on the identified recreational facilities and areas. Data sources used for this section include the City of La Cañada Flintridge. The Initial Study determined that there would be no increase in the demand for neighborhood or regional parks or other recreational facilities, and no analysis of this issue is provided in this section.

3.11.1 Environmental Setting

Off-Site Recreation

Federal, Regional, and Local Parks and Recreation Areas

The Angeles National Forest is located north of the project site. The San Gabriel Mountains of the Angeles National Forest rise up and out of the L.A. basin, creating a sanctuary for seekers of solitude and outdoor adventure. The San Gabriels are a gentle range. Ridgelines are sinuous rather than jagged, summits rounded rather than angular, and slopes tapered rather than sheer. Although they present a formidable barrier to north-south travel, their elevations and topographical features do not compare with the sky-piercing crags of the Sierra Nevada.

San Gabriel Wilderness Area

Located in the Angeles National Forest in California, the 36,100-acre San Gabriel Wilderness area is characterized by rough, rugged terrain covered with chaparral below the 5,000-foot elevation and mixed pine and fir on ridgetops at higher elevations. Elevations within the wilderness range from 1,800 to 8,200 feet. The area provides good fishing opportunities, and within the San Gabriel Wilderness, the Bear Creek Trail offers an 11-mile challenge to the experienced hiker. One can hike into this wilderness from the Angeles Crest Highway on the Mount Waterman or Devil's Canyon Trails.

Regional Parks

Regional parks are located in the Cities of Glendale, Pasadena, and Los Angeles, which are available to residents of the City of La Cañada Flintridge. There are several parks that are within the City itself. The proposed project is located approximately 1 mile from the Arroyo Seco, as well as adjacent to nearby undeveloped hills. Parks within the vicinity of the project site are considered to be in good condition. With the exception of the Arroyo Seco Master Plan, no plans currently exist for new park development. Generally, the developed parks are part of existing neighborhoods, while undeveloped park sites have been set aside for areas of future development of vacant land.

The regional parks within the vicinity of the project area include the 61.1-acre Brookside Park, located at 360 North Arroyo Boulevard, approximately 1 mile east of the project site; the 71.1-acre Lower Arroyo Park,

located at Arroyo Drive and the Pasadena Freeway, approximately 1.5 miles southeast of the project site; and the 1,300-acre Hahamongna Watershed Park, located 1.5 miles northeast of the project site.

Arroyo Seco

The Arroyo Seco offers numerous outdoors and recreational opportunities to the urban population of Los Angeles County. Significant portions of the Arroyo Seco watershed are protected open space, ranging from the National Forest to golf courses to passive nature parks. There is almost a continuous stretch of open space in the Arroyo Seco from the Angeles National Forest in the San Gabriel Mountains to its confluence with the Los Angeles River.

The City of Pasadena has completed the Arroyo Seco Master Plan and its corresponding draft Master Environmental Impact Report (Master EIR). The project area is comprised of a 6-mile stretch of the Arroyo Seco located in the City of Pasadena and includes three subareas known as Hahamongna Watershed Park, the Central Arroyo Seco, and the Lower Arroyo Seco.

Current types of recreation in the Arroyo Seco Watershed are many and varied. A partial list of the types of activities available includes fishing, hiking, archery, historical sites & neighborhoods, athletic fields, disc golf, horseback riding, bicycling, gardens (ornamental and botanic), rollerblading, bird watching, golf, and walking paths.

Hahamongna Watershed Park

Hahamongna Watershed Park is located on the southeast corner of Oak Grove Drive and Foothill Boulevard, approximately 2.5 miles north of the project site. This 1,300-acre park in the Arroyo Seco is located near the Jet Propulsion Laboratory between the City of La Cañada Flintridge and Altadena in northwest Pasadena. Extending from Devil's Gate Dam north into the San Gabriel Mountains, the watershed park is operated by the Hahamongna Operating Company, established by the City of Pasadena, to restore nature and habitat in this area and to enhance the recreation opportunities here. Facilities include an athletic field; 24-hole Frisbee golf course; an extensive network of bridle, bicycle, and hiking trails; numerous picnic areas and barbecue pits; restrooms; and drinking fountains.

Often, particularly during the summer season, the majority of visitors to these parks are not residents of the jurisdictions in which the parks are located. In contrast, however, neighborhood parks and recreational facilities are visited primarily by local residents and generally attract users from within a 0.25- to 0.5-mile radius.

Neighborhood Parks

Neighborhood parks provide recreational activities for the residential neighborhoods in the immediate vicinity, and park activities are designed around the needs, desires, and expectations of the individual parks. Year-round activities include organized physical fitness, basketball, softball, soccer, tennis, flag football, arts, crafts, table games, tutoring, swimming, cultural enrichment, and field trips. The park staff also works closely with neighborhood associations and organizations to promote safe, family-oriented activities by hosting picnics, fund-raisers, and special events.

Brenner Park

Brenner Park is located at 235 Barthe Drive in Pasadena, approximately 1.5 miles east of the project site. The 1.7-acre park is located on the corner of Mountain Street and Barthe Drive. This neighborhood park contains one softball diamond with 72-capacity bleachers, one lighted tennis court, one lighted basketball court, and one volleyball court. Additional facilities include a small open play area, a tot lot, picnic tables (some with canopies), restrooms, and drinking fountains.

Brookside Golf Course Nos. 1 & 2

These City of Pasadena-owned 18-hole courses are located at 1133 North Rosemont Avenue, approximately 1.5 miles northeast of the project site, and are just north of the Rose Bowl Stadium. Course #1 is a 6,977-yard layout rated by S.C.G.A. at 72.7 (Championship), 70.8 (Regulation), and 73.0 (Ladies). Course #2 is a layout measuring 5,786 yards long rated at 66.0 (Regulation) and 68.5 (Ladies). The facility is open from daylight to dark, seven days a week. Additional facilities include putting greens and a driving range, pro shop, cocktail lounge, restaurant, and banquet room.

Central Park

Central Park is located at 275 South Raymond Avenue, approximately 2 miles southeast of the project site. The 9.2-acre park is located near downtown Pasadena. Park facilities include six horseshoe pits, picnic tables, a rose garden, a children's playground area, benches, restrooms, and drinking fountains. In addition, there are two lawn bowling greens and a clubhouse under the auspices of the Pasadena Lawn Bowling Club, an affiliate of the American Lawn Bowling Association.

Defenders Park

Defenders Park is located on Orange Grove Boulevard at Colorado Boulevard, approximately 1.5 miles southeast of the project site. The small neighborhood park on the southwest corner provides a small, open, grassy area with some trees and shrubbery and a drinking fountain.

Gamble House

Gamble House is located at 4 Westmorland Place, approximately 1.5 miles east of the project site. This large, former home of the Gamble family was given to the City of Pasadena in 1966. Gamble House is the most complete and best-preserved example of the works of the internationally renowned architectural firm of Green and Green. Built in 1908, it embodies the highest level of California bungalow style and is a fine example of the American Craftsman movement. The lawns and gardens are open to the public.

Glenola County Park

The 1.2-acre Glenola County Park is located at 1918 Palmdale Drive, approximately 1.5 miles west of the project site. The small neighborhood park provides a small, open, grassy area with some trees and shrubbery and a barbeque, toddler area, picnic table, and drinking fountain.

Glenhaven Park

The 0.6-acre Park is located on at Angeles Crest Highway, approximately 1.5 miles north of the project site. The small neighborhood park provides a small, open, grassy area with some trees and shrubbery.

La Casita del Arroyo Clubhouse

La Casita del Arroyo Clubhouse is located at 177 South Arroyo Boulevard, approximately 2 miles southeast of the project site. This City-owned building is situated on the east bank of the Lower Arroyo. Seating capacity is 80, with tables and chairs available. Other features include a large fireplace, a kitchen, restrooms, and a large parking lot. The surrounding area is well landscaped, terraced, and overlooks a portion of the Lower Arroyo Park.

La Pintoresca Park

La Pintoresca Park is located at 1355 North Raymond Avenue, approximately 1.5 miles northeast of the project site. This 2.9-acre park has recreation and educational programs for both youth and adults. Special events include a community picnic and the annual Family Fun Day Celebration. The park has several picnic areas ideal for family celebrations, as well as company and special events. Seasonal sports programs in basketball, softball, flag football, volleyball, and soccer are offered, as well as nature and arts and crafts activities, special community events, and field trips.

Memorial Park (La Cañada Flintridge)

The 1.2-acre Memorial Park is located at the corner of Foothill and La Cañada Boulevards. Memorial Park opened in 1973, along with the 210 Freeway, and has become the center for a variety of La Cañada Flintridge community outdoor activities.

Norton Simon Museum

The Norton Simon Museum is located at 411 West Colorado Boulevard, approximately 2 miles southeast of the project site. The museum houses a collection of European paintings, tapestries, prints, and sculptures from the Middle Ages through the twentieth century. Also on display are Indian and southeast Asian sculpture, Picasso graphics, and nineteenth- and twentieth-century sculpture. The sculpture garden contains a fountain, a reflecting pool, and monumental sculptures. In addition, a gift shop and bookstore are on site.

Robinson Park

Robinson Park is located at 1081 North Fair Oaks Avenue, approximately 1.5 miles northeast of the project site. This 7-acre community park/center offers a variety of recreational activities and opportunities for all age groups. Outside park area features include a swimming pool (summer operation only), four lighted basketball courts, an open field suitable for flag football or soccer, two lighted softball diamonds with bleachers, a roller skating rink, a picnic area, restrooms, and drinking fountains. The center's building facilities include one large gymnasium, a social recreation room, a lounge, an arcade area, a meeting room, a kitchen, a music room, restrooms, and drinking fountains.

Rose Bowl Park

Rose Bowl Park is located at 1075 Rosemont Avenue, approximately 1 mile southeast of the project site. This park is an 18.6-acre, multi-purpose field suitable for soccer, flag football, operation of radio-controlled model aircraft, and related activities. Additional facilities include restrooms and drinking fountains.

San Rafael Park

San Rafael Park is located on the corner of Colorado Boulevard and Melrose Avenue, approximately 1.5 miles south of the project site. This small neighborhood park on less than an acre (0.9 acre) has facilities consisting of benches, a grassy area, playground equipment, picnic facilities, and a drinking fountain.

Washington Park

Washington Park is located at 700 Washington Boulevard at the corner of El Molino Avenue, approximately 2 miles northeast of the project site, and encompasses 5.5 acres. This large, well-established, neighborhood park contains a wide variety of facilities. The park is divided by a small natural ravine, or streambed, affording a unique play environment for children. Park facilities include two separate picnic areas, a small parking lot, two lighted tennis courts, a basketball court, two one-wall handball courts, a softball diamond, a small open grassy area surrounded by trees, a children's play area with equipment, restrooms, and drinking fountains.

Special Recreational Facilities

Altadena Golf Course

The Altadena Golf Course is located at 1456 East Mendocino Street, approximately 2.5 miles east of the project site. This Los Angeles County golf course is a nine-hole layout located in the adjoining City of Altadena. The course measures 3,000 yards long and is rated by S.C.G.A. at 67.0 (Regulation) and 68.0 (Ladies). Additional facilities include locker rooms, pro shop, putting greens, a driving range, and a snack bar.

Descanso Gardens

The Descanso Gardens are located at 1418 Descanso Drive, approximately 1 mile northwest of the project site. This beautifully arranged garden facility is owned and operated by the County of Los Angeles and encompasses an area of 160 acres. There are many garden sections embodied in the total operation. Examples include a rose garden, a bird station area, a tea garden, and the world famous "Camellia Forest." A guided tour with tram service is available. Other facilities include an oriental pavilion, a hospitality house, a snack bar, and picnic areas.

Eaton Canyon Park and McCordy Nature Center

Eaton Canyon Park and the McCordy Nature Center are located at 1750 North Altadena Drive, approximately 5.5 miles east of the project site. This Los Angeles County-operated facility offers a number of outdoor recreation opportunities, such as overnight camping for groups, nature trails, museum and patio display areas, vista points, equestrian paths, and picnic facilities. Guided tours and classroom lectures are available.

Public Bikeways

The City has developed a Bikeway Plan to serve the needs of both the local recreational bicyclist and the bicycle commuter. Public bikeways are available within City limits for recreation, as required by the Los Angeles County Bikeway Plan and Circulation Element of the City's General Plan

Public Trails System

The City of La Cañada Flintridge has been continually developing bridle and trail paths since the early 1900s. The system stretches around the City and into the Arroyo Seco and Devils Gate areas, Angeles National Forrest, and Verdugo Hills.

On-Site Recreation

No county- or City-owned or operated facilities exist within the project site. However, the topography and pristine nature of the project site present opportunities for unregulated passive recreational uses, such as hiking and mountain biking.

3.11.2 Regulatory Framework

The Circulation Element the City of La Cañada Flintridge General Plan provides guidelines for mobility and public facilities, including trails within the City. An analysis of the consistency of the proposed project with the Circulation Element can be found within Section 3.07 Land Use, of this EIR.

3.11.3 Thresholds of Significance

In general, project impacts on recreation would be considered significant if the project

- Requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.
- Increased the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

3.11.4 Impacts

Less-Than-Significant Impacts

All new residential development causes an increase in population resulting in impacts to parks and recreational facilities by increasing general use and the demand for recreational programs and facilities. Additional use also increases wear and tear to facilities, which in turn adds to the maintenance costs and shortens some timelines for facility renovations. Increased demand for recreational programs is created, along with the overall cost to deliver those services. On average, recreational programs are 60 percent self-supporting. Residents of the proposed project and Variance 02-10 may use neighborhood and regional parks, but the increase in population as a result of the project is consistent with the City's General Plan and zoning densities (per approved variance) for the site.

Therefore, the project would not result in increased demand not already anticipated in the City's planning activities. In addition, as noted in the Initial Study (Appendix A), this relatively small increase in population would not result in the need for new or substantially altered park or recreational facilities.

The Quimby Act (Government Code Section 66477(a)) provides that a legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map. The City would collect a residential impact fee for each residential unit constructed on the project site, which would be used to improve recreational and park facilities near the project site and accommodate demand created by residential development for park facilities.

City residents or visitors may currently utilize the site for hiking or other outdoor activities such as bird watching. The proposed project would curtail these activities to some extent due to development of residential structures and paved streets. However, the project would preserve and provide through a conservation easement approximately 18.36 acres of dedicated open space, including any existing unimproved trails. Any preexisting trail system within this open space area (the blue-line stream) would be accessible to the general public, much as it currently is. Therefore, by including this area as open space and preserving it and its existing recreational opportunities under a conservation easement, the proposed project would result in a less-than-significant impact on recreational opportunities.

3.11.5 Mitigation Measures and Residual Impacts

No mitigation is required in terms of recreation for the proposed project.

3.11.6 Cumulative Impacts

In addition to immediate, project-related impacts, the proposed project, in combination with other development in the City, would contribute to a cumulative increase in the demand for recreational facilities. This cumulative impact would be considered potentially significant. However, the project proposes the conservation of any existing trail system within the open space parcel at its current state. This would retain current public recreation opportunities, pedestrian linkages between planning areas and open space resources, and natural views of scenic landforms, which would result in a beneficial impact on recreation throughout the City by providing new opportunities at the project site and throughout the adjacent area. As such, cumulative impacts resulting from the project would be less than significant.

3.11.7 References

La Cañada Flintridge, City of. 1980. *Circulation Element*, *Comprehensive General Plan*. Adopted May 1995.

La Cañada Flintridge, City of. n.d. Website: www.ci.pasadena.ca.us/humanservices/Recreation_services.asp.

La Cañada Flintridge, City of. n.d. Website: www.laCañadaflintridge.com/city/index.htm.